THE MARINE RECORD

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

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Det Bel Isle & Windsor Ferry Co $8

AROUND THE LAKES.

CLEVELAND, OHIO.

Captain Ed. Keily, formerly of the Wocoken, has succeeded Captain Chapman as master of the Aurora.

Mr. John F. Pankhurst, vice president and general manager of the Globe Iron Works Co., met with a severe accident last week in Buffalo, N. Y. An insecure gang way plank caused him to fall, badly straining the ligatures of his right arm. He now carries it "a la veteran" in a sling.

The Globe Iron Works Co., have secured the services of Mr. Joseph R. Oldham, marine architect, draughtsman, and civil engineer. Mr. Oldham has moved his family from Buffalo, N. Y., to this city, and the MARINE RECORD extends a hearty welcome to a citizen of undoubted skill in his line of business.

The steamer Australasia is undergoing a thorough overhauling at the Cleveland ship owner's dry dock. Repairs include new stern post, and part new keel, and calking. A new wheel has been shipped to her from Trout's works, Buffalo, and she will receive every thing to place her in the same excellent condition that she was previous to her accident on Lake Superior.

Mr. Robert W. Thompson, Cleveland O., has invented a patent chisel shot which will penetrate plates of any thickness, at whatever angle the shot may strike an obstacle, and it is claimed that this shot will not glance but deposit a formidable projectile at the instant of contact. If the shot is proved to do the work the inventor claims for it, our navy will be in possession of a most destructive appliance.

Captain James Warwick of the steambarge Point Abino, in the lumber trade between Michigan ports and Cleveland, paid this office a visit last Saturday. In the course of conversation Captain Warwick expressed a a belief that moderate sized tonnage would be found more profitable in the future, as opposed to heavy draft vessels, arguing that the tonnage of the vessel was only equal to the shoalest place in the direct line of lake navigation.

It is gratifying to learn that the Brown patent hoists on the N. Y. P & O. docks, are doing excellent work. We may mention particularly the handling of the ore cargo of the new steamer Frontenac, turned out this spring by the Cleveland ship building company. She arrived here on her maiden trip with about 2,200 tons of iron ore, and it was transferred from her hold to the dock in 9¼ hours. This showing speaks well for both the Brown hoisting machine, and also the dock management.

Mr Matthew Thomas, an old patron and esteemed friend, has, with his usual characteristic good fortune hoisted himself from a good position, into a better one. When sailing he was only content with the best, and in his connection with the Cleveland stove company as master mechanic, his practical skill, energy, and general courtesy, was fully appreciated. We understand that Mr. Thomas has now become an active partners (in all that the term implies) of the River machine company, Cleveland, and we feel justified in asserting that he will give that already enterprising firm a whirl on to prosperity.

The yacht Restless, recently launched at Thomas Quayle's shipyard for the Oberbeke-Wright crew, will be ready to go into commission in about a week. Mr. Joseph McCormack, formerly of New York, the designer and builder, is given great credit for the knowledge and ability he has shown in the construction of this model little boat, properly named the Restless, as she is said to seem as anxious to sever her connection with the muddy waters of the Cuyahoga and try her fortune on the blue waters of Lake Erie as are the owners and builders.

The master or owner of the schooner Sophia Minch was fined by the local inspectors of this port last Saturday, in the sum of $302 for having or employing an alien as an officer on the boat. A maritime law of the United States forbids the employment of foreigners as officers. But it seems, probably without inquiring carefully in regard to that point, the master of the Minch had employed an alien mate. For such offenses the law imposes the penalty of a tax of 50c per ton on the tonnage of the vessel. In this case it amounted to the above amount, as the Minch is registered to carry 604 tons.

The Handy Boy, sunk off Huron in fifteen feet of water was raised by Ned Welsh and Thomas Dow, divers and wreckers, on Friday after thirty-four hours' work in good shape, all leaks having been patched, and towed to Cleveland where she arrived Saturday afternoon without the use of steam pumps. This new wrecking firm, which we must say is young on the lakes, can not be surpassed in expiedents or resources by any of the older divers. Both of the members named above are well known to vessel men and deserve their confidence. The senior member of this firm has had eight years experience in the business of diving not only on the lakes but on the Pacific coast and the Atlantic from Hell Gate to the Rip Raps off Fortress Monroe. Mr. T. Dow has confined his attention to wrecking exclusively to the lakes and the good work he has done must certainly give him some prestige among vessel owners. Among his adventures was the raising and release of the Erie Belle, Sylvester Leland and last but not least, the Handy Boy, also the schooner Zach Chandler, ashore twelve miles off Fairport. Messrs. Welsh and Dow in a few days will attempt to raise the tug Paddy Murphy at Dover Bay.

The steamer John C. Lockwood, under construction at Quayle's Son's shipyard will be launched about the 15th of June.

Captain J. M. Todd will probably take his new command, the steamer Cayuga, on her maiden trip to Chicago coal laden on Saturday night.

Captain Pharland McPharland, who will have command of the new Lehigh steamer Seneca, witnessed the launch of the George Presley, yesterday.

The sectional propeller wheel sent the Charles J. Sheffield to Detroit by the Globe iron works company has increased her speed to thirteen miles per hour.

Krause and Hanlon have just placed two large swinging derricks on their coal dock. With these facilities they will be able to take care of a large vessel business, and fuel up boats at short notice.

The steel steamer building at the yards of the Cleveland ship building company, and numbered 6, is now all plated, with the exception of a couple of plates on the quarter. A portion of her main deck is laid, and a large force of workmen are bringing her rapidly along toward completion. The engine and boiler shops, connected with this extensive firm are very busy, and new orders are coming in daily.

Captain James Davidson, West Bay City, Mich., who has placed the Providence windlass and capstans manufactured by the American ship windlass company Providence R. I., on board of all of his boats, speaks in the highest possible manner of the merits of these fine pieces of mechanism. He says they are the best windlasses manufactured in the world, and he wants none other but the "Providence." The captains in his employ are pleased to indorse this excellent opinion and are loud in the praises of a good thing.

The shipyard of the Globe iron works company presents a scene of activity not to be witnessed in any other industry carried on in the open air. A long line of steamers in the various stages of construction, work shops with the finest and best class of tools, and a general hum of activity, characterizes the business and prosperity of one of Cleveland's greatest industries. At the works on Spruce and Elm streets, a small army of skilled mechanics are employed molding, casting, and fitting the different parts of the machinery to be placed in the steamers now building; while the boiler shops under the efficient management of Mr. Hambleton, turns out the high class boilers with which all of the boats built by the company are furnished.

DETROIT, MICH.

Special to the Marine Record.

The river steamer, Darius Cole, will leave on her first trip of the season this (Thursday) morning, run an excursion trip on Friday, and commence her regular daily trips on Saturday moring.

The Detroit dry dock company have lost no time in jacking up and securing the fine composite steamer Livingston, and she now lays fair and easy. A thorough examination of the hull was made Tuesday, and it was found that she had not sustained the slightest injury; not a butt, plank, rivet, or bolt had even a sign of straining or having been strained. The reason of the slip or non-slip, between the ways and the water, was caused by the settling of the soft ground under her stern, thus decreasing the angle, or declivity of the after ways, while the forward ones maintained their original position. Besides the work of getting her in place for another slide, men are busy at the finishing work on her, and she will be floating in her natural element all right in a day or two. It appears that there was an insurance policy in force, so the extra labor expended, and the cost of material used in effecting the release, etc., will be met by the underwriters, who have telegraphed the Detroit dry dock company to go right ahead, and have the work done for the best interest of all concerned. The Livingston was built on model of the T. W. Palmer and is 283 feet keel, 42 feet beam and 23½ feet hold, with all modern appliances, including Williamson Bros' steam steering agparatus and Providence steam windlass and capstan from the American ship windlass company, Providence, R I.

Captain Steve B. Grummond is moving around again with his usual energy, though he has not entirely recovered from his late illness. The captain is having a new steel boiler put in the tug Oswego.

The Detroit & Cleveland steam navigation company's new steamer City of Detroit, is doing excellent work, and her owners are thoroughly well pleased with her in every respect. There is an excellent trade now open between the two cities, with every prospect of it increasing as the season advances.

Freight can not be said to be too numerous on the Mackinac route probably on account of the indifferent lumber season experience this spring and during last winter.

The old City of Detroit will leave this port for Lake Michigan next Monday morning, and will be kept running all season between Chicago and St. Joseph, Mich.

The Eagle iron works have shipped on a government order one of their excellent duplex hoisting machines to the Stannard rock lighthouse. This machine will be fitted so that it may be operated by hand, or by steam power. They have also furnished the steamer No. 95, building by the Detroit dry dock company, an upright boiler, in addition to the duplex steam deck hoisting machine, and pumps, have furnished the steamer building for Captain Humphrey, with hoisting machine, and also the boat No. 94.

Bloom & Co, sailmakers, have taken the contract to fit out with sails and rigging, the new barge building at Mt. Clemens for the Tonawanda barge line. They are also doing considerable work on tents, awnings, and new sails for several vessels and yachts.

The marine engineers beneficial association have their office, and assembly hall at 17 Woodland avenue. We are informed that any vessel passing through the river requiring an engineer, may be accommodated by night or day, on application. The quarters are well furnished, and kept in first class style.

At the recent annual meeting of the Detroit yacht club, the only officer re-elected was the treasurer, Mr. H. J. Reeves. The club now enters upon the most prosperous portion of its career, having $600 in the treasury, and 102 members in good standing. A decided boom is expected from the new management, June 17 having been spoken of as the date for a regatta.

The East end boiler works have completed the boiler for John Francomb's new barge building at Bay City. When completed she will go as consort to the T. S. Christie.

The Detroit Sheet metal and brass works are full oforders, and business is being worked off as rapidly as a large staff of skilled workmen, and commodious quarters will permit.

At the Detroit dry dock company's yard the new boat building for Captain Humphrey et al. has her bottom planked, and calked, main rail bolted, and bulwarks built solid to the rail, top gallant forecastle nearly completed, the Providence windlass from the American ship windlass company placed, a duplex deck hoisting engine from the Eagle iron works in place, machinery and boilers on board, and a large gang of men are working steady on her. The large new steamer, (number 94) building to the order of Eddy Bros' and Captain Shaw, has her three lower masts stepped, Providence windlass, furnished by the American ship windlass company, Providence, R. I, and two steam capstans from the same firm, in place, iron boiler house completed, duplex deck hoisting machine, from the Eagle iron works in place and ready for bolting, deck house in frame, and the after house and stanchions for awning deck, are well along. The passenger boat City of Chatham is in dry dock for new wheel, shoe, and other minor repairs. The new boat building for the Central Vermont line is about two thirds in frame, and steady work is being done on her daily.

Thomas Thurston, boat builder and carpenter, is having a fair share of local patronage.

Captain Aelx Ruelle's tug M. D. Carrington has taken a dredge, and four dump scows to West Bay City; has also a tug attending the dredging operations at the Limekiln crossing, and the C. C. McDonald and Sprite are kept at general river work

Captain Louis Lemon's tug Quickstep is engaged at Newberry & McMullen's dock at Grosse point. The Oneida, and C. D. McKinnon are doing a general river and raft towing business.

Samuel F. Hodge & Co., Riverside iron works, are repairing the outboard shaft, stern bearings, and placing one of their new wheels on the steambarge Edwin C. Tice. The numerous local orders for shore work, keep this extensive, and well known firm as busy as usual.

There is no probability of the Detroit towing companies forming a combination this season, the recent rumors to that effect having entirely subsided. In the meantime low rates are the orders of the day and competition is brisk.

Buoys will be placed in the Detroit river on the shoal known as the New York shoal inside the river, and the shoal in midchannel three-quarters of a mile south of Bois Blanc light. A red barrel will be placed on the main shoal, immediately opposite the latter, and a red and black spar over the spot, while a red spar will indicate the location of the former shoal.

Mr. Frederick R. Ballin, of the Detroit boat works, who we mentioned in a former letter as having been engaged constructing an electrical yacht, completed her, and has had a perfectly successful trial trip. She is 24 feet long, and 5 feet beam, and developed a little over one horse power. She slipped over the water clean and quietly at the rate of seven and a half miles per hour, and charged with the power for a five hours cruise. The novelty of the craft skimming along without a stove pipe, attracted considerable attention, and we expect Mr. Ballin will soon receive orders to duplicate this vessel on a larger scale.

J. C Goss, sailmaker and rigger, has just secured the contract to furnish the large steamer building at N. B. Morley's yard, Marine City, with new sails, rigging, flags, boat covers, hatch covers, etc. This steamer is about 308 feet in length, and built to the order of Captain James Corrigan & Huntington of this city. She is to be named the Italia.

The new steamer in course of construction at the yard of Mr. John Oades & Son, is getting well along; her deck beams are being placed and she has been dubbed off outside ready for the diagonal strapping, and steel arches. She is to be an A1 vessel, engined with a fore and aft compound, tonnage 1,500 net, carrying three fiddedtop masts.

Fred M. Harmon, Cleveland, late second engineer of the Northern King, has been appointed chief engineer of the new steamer building at Trenton for Captain Montague and others. She will have a triple expansion engine by Samuel F. Hodge & Co, and she is expected to be ready for business July 1.

SWAIN.

PORT HURON, MICH.

Special to the Marine Record.

The tug Laketon has been entirely rebuilt and is now at Fitzgerald's dry dock iron works receiving her engines and boiler. Captain Jex will use her as a wrecker.

The schooner Mary Hattie was repaired at the Wolverine dry dock.

A dredge is engaged in dredging out the Middle ground abreast of the freight house at Point Edwards.

The Volunteer and Torrent passed down Tuesday with a very large raft for Cleveland.

Richardson's dredge is engaged in dredging out a shoal abreast of Dunford & Alverson's dry dock.

The ice breaker M. F. Merrick is in the Wolverine dry dock for repairs to her hull.

The tugs Hand and Spencer of Lynn's line have received a fresh coat of paint and look fine.

Carpenter, the coal dealer's new steam barge Jenks, was towed up from Marine City Monday by the tug Spencer to receive her engines and boiler.

Henry Howard has purchased the tug Sumner from F. W. Gilchrist, of Alpena, for $21,000.

ISIS.

ISHPEMING, MICH.

About 750,000 tons of ore have already gone forward from the five shipping ports of the Lake Superior iron district. At the corresponding date last year scarcely 100,000 tons of ore had been forwarded. This gives shippers a big advantage this year, and they will improve it by putting 6,000,000 tons of ore on the market. The prediction made several weeks ago that the Lake Superior iron mines will ship 6,000,000 tons of ore bids fair to be realized. All of the large mines are shipping rapidly and the present rate of shipment will be maintained for the season. The Gogebic range will materially add to its last year's figures of production and the mines of the Marquette, Menominee and Vermillion ranges will produce more ore than ever before.

The Prince of Wales mining company was organized a few days ago at Negaunee with Edward C. Anthony as president, John F. Mack, vice president; Sidney P. Kline, secretary and treasurer, and E. C. Anthony, Ed Labb, F. D. Davis, J. S. Wood, J. F. Mack and Charles Dabistrom as directors. The company has forty acres just south of the Queen mine and a drift from that mine shows the Prince of Wales to have the same ore as the Queen.

PORT DALHOUSIE, ONT.

The schooner Baltic, the first vessel that arrived this spring from below, has been here ever since getting a new foremast and bowsprit, and has had a general overhauling. She cleared for Toronto, light.

The steamer Maccassa arrived here to get two new wheels on before going on her route. The steamer Empress carried the largest load of passengers from Toronto Saturday of the season. She expects to commence her double trips about the 10th of June, when there will be two fast trains from Buffalo, daily, put on to connect with her morning and evening.

KINGSTON, ONT.

The St. Lawrence river steamboat company sunk $2,000 last year in buying fuel, as the steamers could not use Wolfe island cannel. The same cost will occur this year.

Captain Munson will launch his dredge next week.

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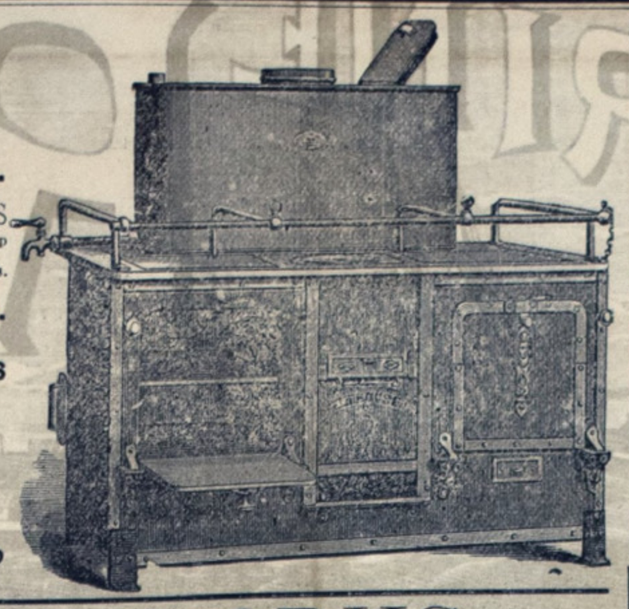

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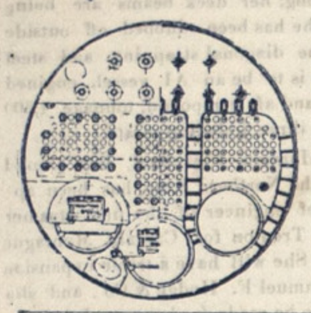

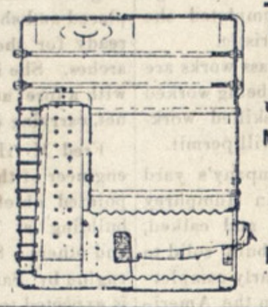

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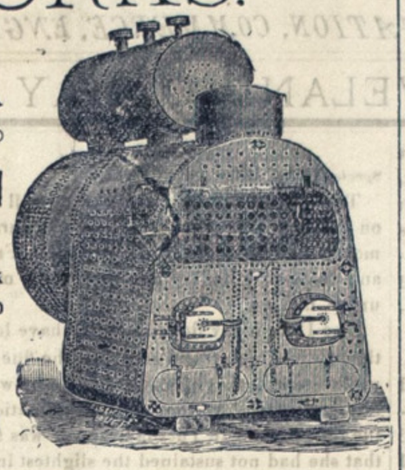

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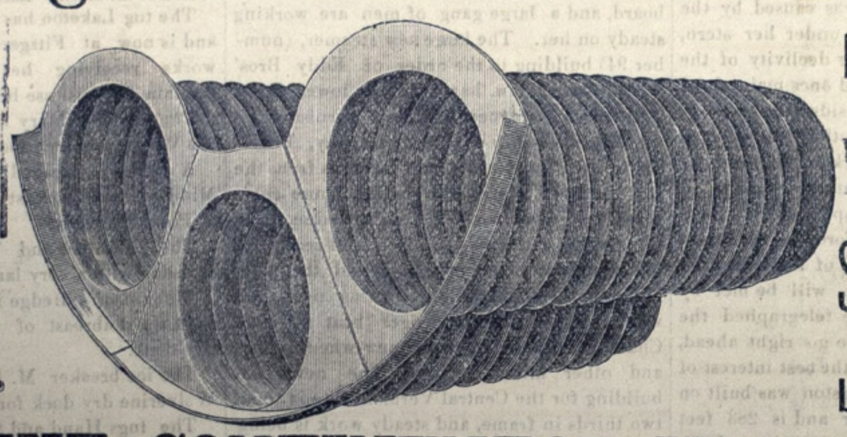

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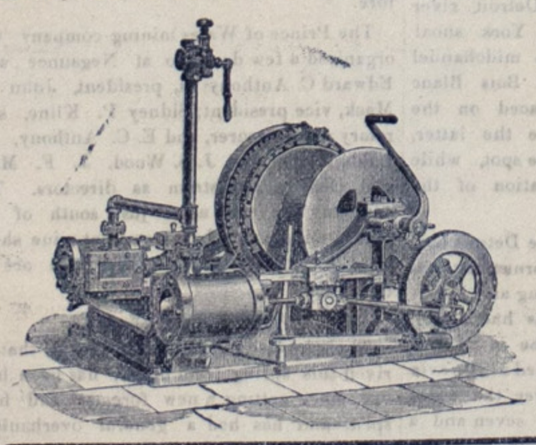

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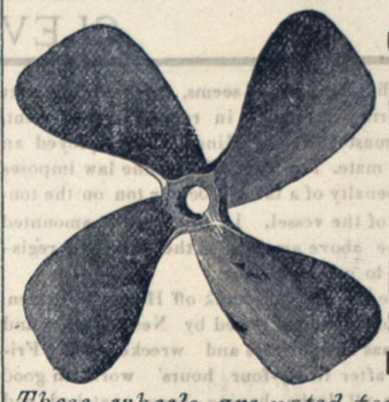

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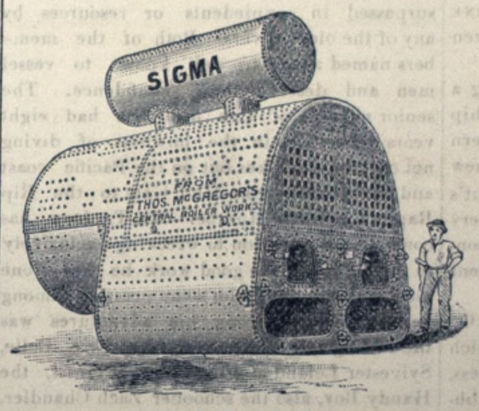

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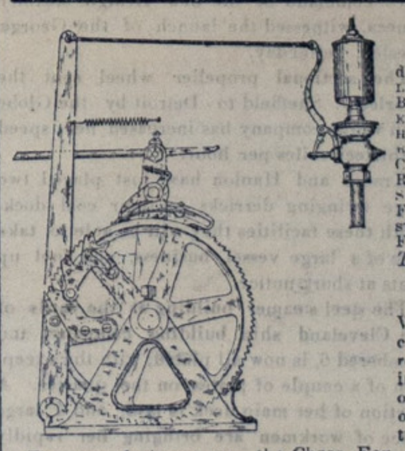

Chase Fog Whistle Machine

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H. S. LUBBOCK,
GEO. H. STARBUCK,
W. D. ROBINSON, } Committee.

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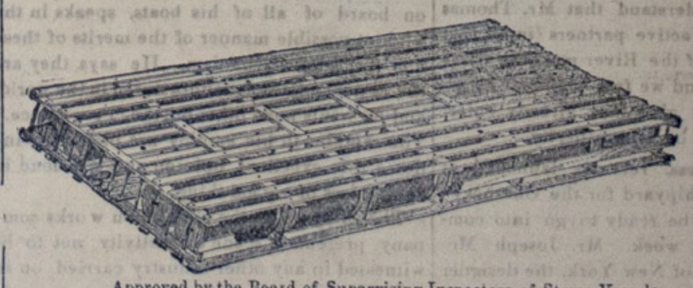

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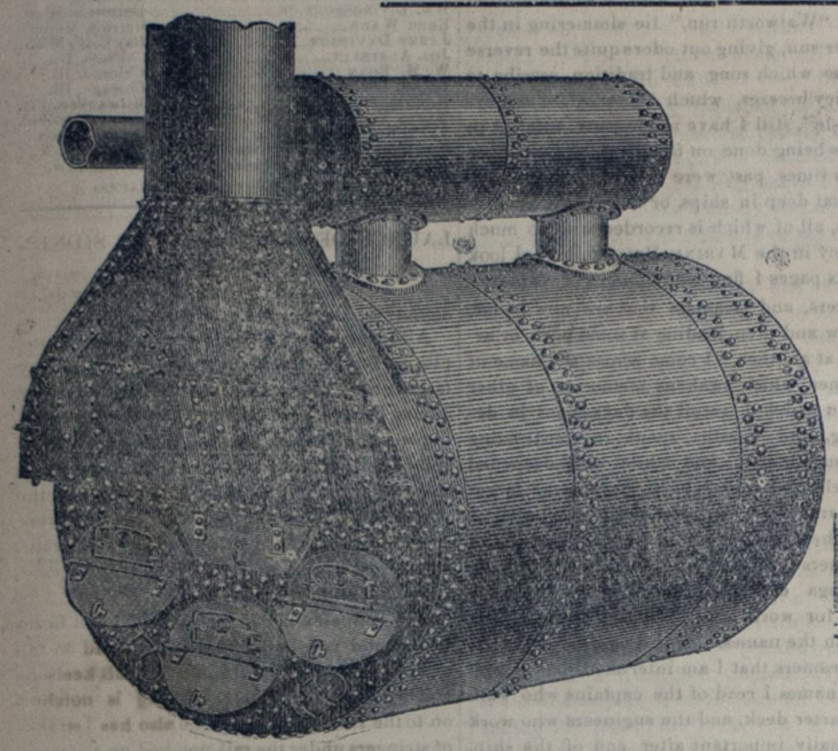

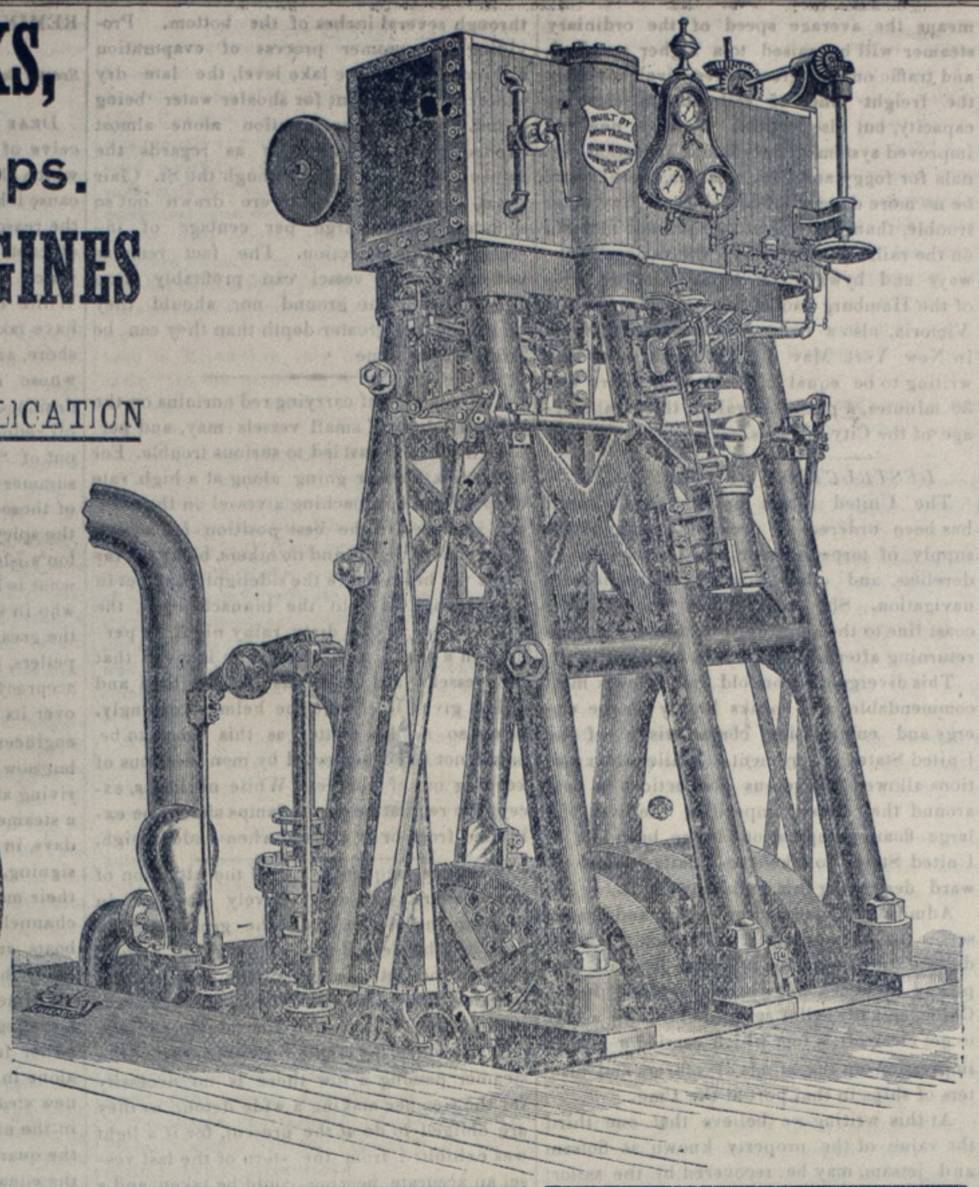

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No. 66, Accommodation	* 4 20 p m
No. 68, New York Express	†10 50 p m
No. 68, Pittsburg Express	†10 50 p m
No. 70, Pittsburg Local Express	†11 40 a m
No. 74 Youngstown	† 4 20 p m

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No. 6, New York Express	* 6 50 p m
No. 6, Pittsburg Express	* 6 50 p m
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AMERICAN NAVAL APPRENTICES.

The recruiting for the apprentice squadron is carried on at all the navy yards, and every summer the United States steamer Michigan cruises up the great lakes recruiting boys at all the ports. On her return trip she often brings back as many as 300. On reaching Erie, Penn., the boys are sent to the Minnesota, the frigate at New York, in charge of an officer, and, after some preliminary instruction on board that vessel, they are forwarded to the old line-of-battle ship New Hampshire, at Newport. On this vessel the schooling of the apprentice begins in earnest. Besides being taught the rudiments of seamanship and gunnery, he is given a common school education, and becomes, to some extent, a sailor of intelligence. After serving a year's period on the New Hampshire, the apprentices are sent aboard the sea going training ships, which make an annual cruise abroad, lasting between three or four months With the exception of a few able seamen aboard, the apprentices comprise the whole crew, and the ship's management depends upon them. On the return of the training ships from abroad those apprentices who have been with the training ships for three years are sent aboard regular sea going ships, and are known as seamen apprentices. They are compelled to pass an examination in seamanship, showing that they are qualified at least for ordinary seamen. As a rule, many of them can fill able seamen's billets. On reaching the age of twenty-one the apprentice is at liberty to leave the service, but it is rare for those to do so who have continued the life for three years. Every inducement is offered to former apprentices to re-enlist when they become twenty-one years of age. All the petty officers billets aboard are held open to them, and it is possible for them to attain to the rank of a warrant officer. The warrant officers include the grades of boatswain, gunner, carpenter, and sailmaker, the pay being $1,200 per anum for the first three years and increasing to $1,800 per annum after twelve years of service from date of appointment. Under the present existing law apprentices are not eligible to Annapolis, and why the law, which some years past allowed three appointments yearly from the apprentice squadron has been changed, is unaccountable.

Some of the most efficient officers in the service to-day were at one time apprentices, and it is known that when they went to Annapolis they carried off the first honors in their class. Surely it is not because good material came from the apprentice squadron that the law has been changed. The formation of the present existing apprentice training system is of comparatively recent date. Various attempts were made as far back as the fifties to found an apprentice school, but they invariably failed. It was not until Stephen B. Luce was able to exert power that the system became of any importance, and the service to-day is in reality indebted to him for the magnificent body of young American sailors it possesses.

It is a mistake to think that apprentice ships are reformatory schools. Boys fitted only for the Bridewell are not the material from which the United States navy is to be recruited. Naval officers understand what is needed, and a good deal of care and judgment is exercised in the choosing of lads. It does not take an officer long to pick out the apprentice seamen from among a group of sailors. There is a neatness about him, a smart air which the old sailor does not possess. His clothes usually fit him to a nicety, and are cut with all the skill of the blue jacket. As for fighting men they are the best in the navy, and in a tight place can always be depended upon. There are, perhaps, no other war ships in the world which carry such heterogeneous crews as those of America. Men hailing from every nation on the globe are found sailing under the American colors, and all actuated by the inducements held out by the government in the way of pay. When the Shenandoah left the Boston navy yard for the European station some years ago, it was found that there were represented among the men forward no less than twenty-five different nationalities.—*N Y. Times.*

MARINE HOSPITAL LIBRARY.

C. E. Kremer, the proctor in admiralty, is at present engaged in a very laudable undertaking, and one which should receive the hearty co-operation and support of all Chicagoans who have any interest in lake navigation. Mr. Kremer has been circulating a paper looking to the founding of a library at the marine hospital. The unfortunates there confined to beds of pain are in need of books and periodicals. They should have literature of some sort. Let them improve their enforced idleness by study and research. Mr. Kremer has met with considerable success thus far, and it is to be hoped that those not already approached will come forward and aid the noble undertaking. Thus far the the list comprises the following names and amounts: Anchor Line, (J. C. Evans) $2500; Union Line, (T. T. Morford) $25.00; Western Line, (H. Macmillan) $25.00; W. M. Egan, $25.00; P. D. Armour, $25.00; G. B. Carpenter & Co., $25.00; J. S. Dunham, $25 00; Jacob Johnson, $25.00; Ford River Lumber Company, $10.00; C. J. Magil, $5.00.

Books, magazines and the like, if sent to Mr. Kremer, will be acknowledged, as will also further donations. It will require about $500 to establish a library at the hospital, and this should be raised without effort.

Marine Record.

Published Every Thursday at 181 Detroit Street, Cleveland, Ohio.

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MARINE RECORD—OFFICIAL PAPER.

FAST STEAMING.

Contemporaneous with the fast steaming on the Atlantic of the new twin propeller, City of Paris, who has lowered the record of time to less than six days, we may mention the fast time made by the Union steamboat company's steamers Owego and Chemung. The passage made by the Owego of 58 hours from Buffalo to Chicago, beat every thing on record up to date, and now her sister ship and the latest addition to the splendid fleet, beats her fastest passage by four hours. The Chemung therefore carries the pennant, as the speediest steamer on the chain of lakes, and it is questionable if her record will be broken for some time to come. Possibly the Owego may in some one of her future passages close up to her time, but to surpass the fifty four hour record of the Chemung, seems very improbable, although both boats are essentially the same and were duplicated by the Union dry dock company, Buffalo, N. Y., in 1887 and 1888.

The present greyhound of the lakes is certainly the Chemung. She was built only last year, with a net tonnage of 1943, and valued at about $280,000. She rates $5,000 higher, and is three tons larger than the Owego, and from the evidence up to date the slight increased cost is more than met by her extra speed. The amicable rivalry in speed now existing berween these two magnificent steamers may do more toward developing the highest power of marine engines than a decade would have brought around in the ordinary course of events, and every one interested in the welfare of lake navigation may refer with pride to the recent performance of the propeller Chemung.

We do not wish to speculate on future events; yet the day is not far distant when the merits of the twin propeller will be tested on our inland seas.

The advocates of the twin screws, are now in the ascendant on account of the performance of the City of Paris, and if this method of propulsion is proved to be an unqualified success, there is enterprise enough among the representative vessel owners of the lakes, to adopt it where high speed is desirable, and especially in the passenger trade. By these means the average speed of the ordiniary steamer will be raised to a higher standard, and traffic on the great lakes rival not only the freight lines of railroads in carrying capacity, but also in time. Under a new and improved system of speed, and direction signals for foggy and dark weather, there would be no more danger of collisions, or any other trouble, than there is at the present moment on the railroads traversing the various highways and byways on land. The first trip of the Hamburg packet line steamer, Augusta Victoria, also a twin screw steamer, arriving in New York May 19, is claimed at this writing to be equal to five days 21 hours and 30 minutes, a passage rivaling the great voyage of the City of Paris.

DESTRUCTION OF DERELICTS.

The United States naval vessel Yantic has been ordered to proceed to sea with a supply of torpedoes for the destruction of derelicts, and other floating obstructions to navigation. She will patrol our Atlantic coast line to the southward of Cape Hatteras returning after her cruise to a northern port

This divergence from old time rules is most commendable, and speaks highly for the energy and enterprising characteristic of the United States government. While older nations allowed dangerous obstructions to float around their coasts, imperiling the lives of a large floating population; it has been left to United States to take the iniative steps toward destroying this well known evil.

Admiralty law, regarding flotsam and jetsam, seems to the practical navigator a rather deicate subject, as, for instance, a small boat picked up at sea and carried to Hong Kong, China, cost the sailor seven dollars and a half to get clear of; a fact which carried a lasting impression on the minds of officers and masters of ships in that port at the time.

At this writing we believe that one third the value of the property known as flotsam and jetsam, may be recovered by the sailor; yet when storage, rent, advertising account, and other expenses are deducted, it may be seen that the goods must be sold at a marketable value, instead of at a forced sale as is usually the case, otherwise the balance may be found, as in the case quoted above, and on the wrong side of the ledger Hence, while there may be pecuniary benefits arising to the vessel, master, or owner or, as in many cases, barely sufficient to pay for the detention and labor involved in the rescue, there is a considerable amount of custam house routine generally to be gone through, for not only must an accurate inventory of the goods be sworn to before the receivor of wrecks, etc., but every item salved must be landed to the order of the custom officials, and an interminable amount of swearing done to fulfill the forms laid down by the originators, and the admiralty courts regarding flotsam and jetsam. Having these particulars in view it is not to be wondered that seamen as a rule care nothing about taking goods aboard their vessel on the high seas either in the shape of wrecking a derelict, or as flotsam and jetsam, and cases of merchandise, casks of liquids bales of cotton, etc., are passed by carelessly and from the knowledge that their rescue may be a rather questionable benefit to the sailors.

Beside this, an international feature might be added to the case in the event of the goods being marked, and clearly identified as the property of a foreigner; and in the case of a vessel these circumstsnces might at times involve complication; for instance, in the event of the premature abandonment of a vessel, the war ships would be compelled to prove the total inability of human aid in bringing the vessel to port, or the uselessnes of an attempt to do so before sinking the apparent worthless property, yet vessels have frequently reached port several days even after an abandonment, and the onus must rest with the war ship to show cause for action.

With so much uncertainty hinged on the destruction of derelicts, and the salvage of flotsam and jetsom, the nation taking the lead in handling this matter without gloves, shows herself to be a leading maritime power, both in spirit and action.

GROSSE POINT SHOAL.

In an interview with General O. M. Poe on Tuesday afternoon, the shoal water now being found at Grosse Point was mentioned, and though the general was perfectly aware of the number of vessels scraping along the bottom there, no dredging can be carried on, simply because there is a lack of funds. It was estimated some time ago that $553,000 would be required to satisfactorily improve navigation at that point, and with only a grant of $75,000 it was thought prudent to devote all but $5000 of this amount (which was intended as a reserve fund) towards the improvements at the St. Clair canal. By the above outlay the canal piers will be made firm and sightly and the channel will be dredged out to 300 feet instead of 200 feet as heretofore, all of the contract work given out in this district by the war department is being carried on briskly, and satisfactorily. We also learn that the present low stage of water is expected to be still lower, according to the usual summer showing, and it seems needless to say that vessel owners must be content with the depth of water there is at present without trying to force their vessels through several inches of the bottom. Providing the summer process of evaporation did not diminish the lake level, the late dry winter would account for shoaler water being found. While precipitation alone almost exclusively rules the supply as regards the future increase of traffic through the St. Clair canal, the original plans were drawn out so as to allow for a large per centage of increase in this direction. The fact remains however that no vessel can profitably drag her keel along the ground nor should they be loaded to a greater depth than they can be safely water-borne.

THE practice of carrying red curtains on the cabin windows of small vessels may, and perhaps has in the past led to serious trouble. For instance a steamer going along at a high rate of speed and approaching a vessel on the quarter, is placed in the best position for seeing these shaded lights and no others, being too far abaft the beam to see the sidelights, and not in line enough to sight the binnacle light, the consequence is, of a dirty, rainy night, or perhaps in a squall the impression is given that the vessel's red light has been sighted and orders given to change the helm accordingly. Even so small a matter as this seems to be, ought not to be neglected by men desirous of keeping out of trouble. While no lights, except the regulation signal lamps should be exhibited from, or by a vessel when under weigh.

WE have frequently called the attention of our readers who are actively engaged in plowing the elements on the great unsalted seas, to the desirability of carrying a stern light on the last vessel in a tow. The general practice has been not to do so as there was thought to be no occasion for the stern light only as a steering light. In the case of a steamer passing a tow there is no necessity for the steamer making a wide detour, as they are obliged to do at the present, for if a light was exhibited from the stern of the last vessel an accurate bearing could be taken and a course shaped. An equal amount of inconvenience if not danger arises when the steamer is overtaking the tow, and only sees the steering light from the stern of the second last vessel instead of from the last one in the tow.

THE Buffalo *Express* reportsan interview where the captain of a steambarge reports a narrow escape he had some time ago. His open, canded and frank admission is charming in its simplicity. He says (according to the Buffalo *Express*) that he was running about eleven miles an hour one night when a boat showed a torch on one side and another blew a horn on the other side. Both were uncomfortably close, but as he was situated there was no turning aside, and he kept straight on. Querry, if a vessel had been sighted anywhere nearly ahead at that time would it have been necessary to run her down? If there was no chance of turning aside, then surely the interloper would have to be totally re-christened "Dennis."

LOSS OF THE M. F. MERRICK.

The steamer R. P. Ranney was in collision with the schooner M. F. Merrick off Presque Isle, resulting in the sinking of the schooner with the loss of all her crew excepting the captain and one man. The Ranney proceeded down the river with the captain of the Merrick, landing at Detroit. The following is the story of the disaster as told by William Goodfriend, the only survivor besides the captain. The Merrick had a cargo of furnace sand, bound from Port Austin to Portage. Left Port Austin with a free wind, weather thick and smoky. When about five miles off Presque Isle at 12:30 o'clock, Friday morning, we heard three blasts from a steamer's whistle. About half an hour later the mate ordered me to put the wheel over and let her come up in the wind. I then saw the steamer about fifteen feet from us. She struck us just aft the fore rigging. The schooner sunk under her bows. The crew on deck took to the rigging and went down with the vessel. I was saved by being picked up by a yawl from the Ranney. The captain was saved by a line being thrown to him by the Ranney's crew. Mrs. Cole, the cook, stood aft holding on to the schooner's wheel. When the schooner sank every possible effort was made by the Ranney's crew to save us. The steamer's engines were backing when we came together. The weather was so thick we could see only a short distance. I think the schooner sunk in from twenty to thirty seconds after being struck She went down head first, her main boom going over the Ranney's bows as she went down. I think the collision would not have happened if our mate had not hauled the vessel up. We were blowing our fog horn all the time, giving proper signals, which were understood by the steamer. Three of the crew were below when the vessel sunk.'

Following is a list of the persons lost on the schooner: Martin Johnson, Detroit, mate. John Charlebois, Detroit, seaman William Ours. Ashtabula, seaman. Patrick Kanaly, Clayton, N. Y., seaman. Mrs. Cole, Cleveland, cook.

The Merrick was owned by Cash P. Taylor and Maitland, of Detroit, and was valued at $7,500, insured for $5,000. She was one of the old Merrick fleet, built at Clayton, N. Y., in 1863, and rebuilt in 1877. The Merrick had a cargo of about 400 tons of sand, bound for Lake Linden. At the time of the disaster the weather was very thick; the wind was about southeast, nearly dead aft.

REMINISCIENCE OF CUYAHOGA AND THE LAKES.

Special Correspondence to the Marine Record.

NEW YORK CITY, May 16, 1889.

DEAR SIR:—I have had the pleasure to receive of late, several copies of your paper in which I have been much interested; not only because it has to me a familiar look, but as well for the reason that I read in it of the movements of captains, engineers, and of steamers about which I at one time knew considerable. While I have left the "unsalted seas" and have taken a residence beside a tide washed shore, and have bid adieu to the "Cuyahoga," whose motionless waters charged with the drainage of chemical works, paper mills, and oil refineries, seasoned with a solution from out of "Walworth run," lie simmering in the summer sun, giving out odors quite the reverse of those which song and tradition ascribe to the spicy breezes, which "blow soft o'er Ceylon's isle", still I have not lost my interest in what is being done on the lakes, and by those who in times past were wont to go down in the great deep in ships, or schooners, or propellers, all of which is recorded with so much accuracy in the MARINE RECORD. As I look over its pages I find many names of captains, engineers, and steamers that are new to me, but now and then loading at some port, or arriving at another, I come across the name of a steamer which awakens memories of other days, in which I recall the days spent in designing, and months spent in constructing their machinery; and while with deepened channels, and larger locks, have come larger boats and more massive machinery; still I fancy there will linger long in the memory of old timers the fact that for their "inches," the Cuyahoga engines could not be excelled either for work, or endurance. But it is not alone in the names, size and equipment of the new steamers that I am interested, but as well in the names I read of the captains who walk the quarter deck, and the engineers who work the equally important after end of the ship. While I read the names of many who I do not recognize in both departments, I am pleased still to read of some whom I remember a being among those whose early training was in the kintergarden of Philo Chamberlain's mosquito fleet, a school which turned out exellent captains and engineers.

I find in your paper now and then a description of some new steel steamship beside whose triple expansion engine there stands a chief, who I remember as once, starting bar in hand, dancing to the music of rapidly striking gongs, and wildly swinging jingle bells, beside a high pressure engine on a northern transportation company's boat crowded with smiling school marms, as they were about to enter the locks of the Welland canal; and who once in a while, by either working that bar too vigorously, or perhaps all broken up by the admiring female educators who watched his movements with so much interest, missed a bell, and either took off a lock gate at the bow of the boat, or a propeller blade at the stern, either of which meant a delay of the boat, and the longer presence of the charming passengers, who listening to the well told stories of passenger agent, Nate McDole, were on their way in their summer vacation, to gaze upon the reported beauty of the thousand isles. While the Brooklyn, the Boston, the Oswegatchie, or the Lowell, may be for all I know, soaking their timbers beneath the waves, or perhaps shorn of cabin, top hamper, and glory, are down hiding themselves beneath the shadow of some huge lumber pile in the wilds of Michigan. Some of the young fellows who in the days spoken of, were experts in twining a bow line around a Canadian snubbing post, have, with credit to themselvee, climbed to the top of the pilot-house, and pull the bells on steamships that in size and capacity, were not in those days dreamed of on the lakes, and not ever in use on the ocean; while the engineers of that period, with perhaps less spring in their muscles, now calmly walk beside their triple expansion engines, or serenely lean over the gangway as a couple of tugs tow them up and down the river, or in and out the rivers and harbors which in their younger days were worked out by the aid of the now nearly forgotten starting bar. While all this shows that I have not lost my interest in the lakes, and its marine interests, it will doubtless be of more interest to find herewith my check, for which please send me a copy of your paper which I am sure I shall continue to read with pleasure, and I hope you will continue to publish with profit. Yours truly, J. F. H.

NEW TONNAGE.

The following is a list of lakes vessels to which official numbers were assigned by the bureau of navigation treasury department Washington D. C, during the week ending May 18, 1889. Steamers, Fred B. Hall, Erie, Pa., gross tonnage, 14.83, net 7.32. George Presley, Cleveland, O., gross tonnage 1936.24, net 1602.46. H. B. Abbott, Buffalo, N. Y., gross tonnage 56.54, net 28.27. H. Houghton, Detroit, Mich., gross tonnage, 210.60, net 151.82. Isabella J. Boyce, Grand Haven, Mich., gross tonnage, 368.28, net 316.95. Liberty, Milwaukee, Wis., gross tonnage, 31.09, net 15.55. Pastime, Toledo, O., gross tonnage, 558.59, net 493.73. S. S. Wilhelm, Port Huron, Mich., gross tonnage, 683.99, net 491.06. Sachem, Grand Haven, Mich., gross tonnage, 739.72, net 542.66. Viola, Chicago, Ill, gross tonnage, 30.79, net 16.70.

LAKE CARRIERS' ASSOCIATION

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1889.

THOMAS MARTIN.....Oswego, N. Y.
JAMES ASH.....Buffalo, N. Y.
W. BULLARD.....Buffalo, N. Y.
S. D. CALLWELL, President.....Buffalo, N. Y.
E. T. EVANS.....Buffalo, N. Y.
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DAVID VANCE.....Milwaukee, Wis.
ALEX MCDOUGALL.....Duluth, Minn.
FREDERICK ALMY, Secretary.....Buffalo, N. Y.
JAS. CAREY EVANS, Treasurer.....Chicago, Ill.

MARINE RECORD—OFFICAL PAPER.

LAUNCH OF THE STEAMSHIP SIDNEY S. WELHELM.

WEST BAY CITY, MICH, May 16.

Special Correspondence to the Marine Record.

Although the weather was not very propitious last Wednesday afternoon yet a very large crowd assembled at the shipyards of James Davidson, West Bay City, Mich., to see the steamship Sidney S. Wildhelm, gracefully slide into her native element at Davidson's shipyards. It was a beautiful launch and the people who made the effort to get out were amply repaid for getting out in the rain. It was just 5:30 p. m. sharp when she gracefully slid into the water.

The Wilhelm, is 205 feet long, 35 feet beam and 13 and one half feet depth of hold on top of floor keelsons. She has fore and aft keelsons and a raised floor. Her ceiling is notched on to the frame 3 inches. She also has 3 strakes of stringers under the rail notched on to frame. She has solid bulwarks both on the inside and on the outside, and she also has double steel arches both on the inside and on the outside. One pair of arches on the inside and one pair on the outside which are let into the frames flush and the planking put over the same, which makes a most substantial job. The Wilhelm, has a fore and aft compound engine built by the King Iron Works, of Buffalo, N. Y., and a steel boiler built by Riter Bros' of Buffalo. In addition to this she has a pony boiler to supply steam to deck hoister and pumps, and also for steam heating of the cabins when there is no steam in the large boiler and also to run the steam windlass and capstans. The Wilhelm is supplied with the latest improved steam windlass and steam capstans from the works of the American ship windlass company, of Providence, R. I. Her cabins are very substantially and elegantly finished. The dining room is finished in polished birch and there is also a spare room for guests elaborately finished in oak. The cabins for the officers and crew forward are neatly finished in oak and the captain's quarters in hardwood. The floors of the cabin are covered with Brussels carpets and neatly furnished with upholstred furniture. The cooking department is well supplied with heavy copper cooking utensils and the ice boxes and store rooms are conveniently arranged. The Wilhelm is of a splendid model and is much admired by seafaring men, and was built more particularly for the lumber trade but will carry grain or iron ore with equal grace. She will carry 850,000 feet of lumber, or 45,000 bushels of wheat or 1300 tons (gross) of iron ore. She will be a very economical steamer to run, both as regards crew and fuel, as she will tow four barges, on about three eighths of a ton of coal per hour. She is owned jointly by Eastman & Wilhelm of East Saginaw and Captain James Davidson, the latter owning one half interest. She was named after one of the owners Sidney S. Wilhelm. Mr. Wilhelm although a young man, is president of one of the leading banks of East Saginaw, and he now has a beautiful steamship as a namesake. The Wilhelm cost $75,000. She will start on her maiden trip next week.

TRIDENT.

NOTICE TO MARINERS.

William Smith, deputy minister of marine of the dominion government, has issued the following for the information of mariners:

A red buoy has been moored by the department of fisheries of Canada in fourteen feet of water to indicate the position of the piles driven in the Detroit river to protect the feeding pipe in connection with the government fish hatchery at Sandwich, Ont.

Position of buoy taken from American government official chart of the Detroit river:

Lat. N. 42° 17' 0"
Long. W. 83° 5' 38"

The buoy is 125 feet from the shore, and exactly opposite the hatchery building. The piles are in eleven feet water, and inside the channel bank.

Vessels must leave the buoy on the starboard hand in going up the river, and on the port hand in desending.

The work of dredging at the River Rouge, below Detroit, has closed, the $10,000 appropriated by Congress having been exhausted. The river is now sixteen feet deep for a mile and a half from its mouth, this depth at the narrowest point being sixty feet wide.

[CONTINUED FROM PAGE 1.]

CHICAGO, ILL.

Special to the Marine Record.

Captain Dan Sullivan, formurly of the steambarge C. H. Starke, has been appointed to the command of the steambarge C. A. Street, vice Captain John Jenks resigned.

The fine wrecking and towing tug Charles Williams, Captain C. Gnewuch, arrived here from Manistee, last Thursday, towing a scow with 250,000 feet of hemlock timber, consigned to Fitz Simmons & Connel to be used for pier building for the United States government. During the winter the Williams had her engine compounded by the Manistee Iron Works Co., converting it into a steeple compound 20 and 36 by 26, which, with her fine pumps and complete wrecking outfit makes her one of the finest wrecking and towing tugs on our lakes.

Last Wednesday the schooner E. P. Royce, Captain Williamson, arrived waterlogged. She was laden with cedar posts from Bark river, Green Bay, and when off Grosse Point in tow, with another schooner behind, of the tug Tom Brown, and carrying all her lower sails, the was struck by a squall and heeled over, taking water into her hatchways and cabin. The tug left her at the north pier and the steamer McCormick, Captain Thos. Holland, went to her assistance, took off her deckload, pumped her out and within six hours the schooner was up the river at a dock unloading, Marton McNulty, her owner, highly commends the work done by Captain Holland.

The steambarge J. E. Potts, Captain Frank, and consort Keweenaw, made their first appearance here this season Saturday afternoon with 1,200,000 feet of lumber from Baraga.

Captain E. J. Buscey has been appointed commander of the United States steamer Fashion, recently purchased from Captain Edward Napier. Captain Napier is buiding another of the same dimensions as the Fashion for his own use.

The new appointments under Mayor Cregier, of officers for our river and harbor service are as follows: Chief vessel despatcher Captain Redmond Prindiville, assistant Joseph Casagrande, night dispatcher Henry E. Dunlap, chief harbor master Captain John McCarthy assistant Captain John P. McCarthy for the north branch, Captain James Grant for the south branch, river policemen Captain Thomas Gunio, Captain Patrick Griffen.

Captain R. T. Rogers, has placed his passenger and freight steamer A. B. Taylor, to run between this port and Michigan City making daily trips, leaving Chicago at 4 p. m. and Michigan City at 7 a. m.

The Goodrich company's splendid new passenger steamer City of Racine, is expected to make her first trip from this port either on the 1st or 3d of June.

G. A. Landreth, the boss calker, returned Saturday from Toledo, where he had been for the purpose of calking the new Mississippi style, sidewheel steamer Pastime, and the steambarge Fred Tank.

The steamship Wyoming, Captain Robt. Drury, left for Buffalo Monday night with 150,000 bushels of oats.

At the Chicago Drydock Cos. the schooner Bay State was in dock for a general overhauling, the tugs G. W. Gardner and Wm. R. Crowell for some slight repairs, the schooner Woolin for bottom calking, the steambarge H. L. Worthington received a new cabin, pilot house and texas and foremast.

The propeller Delaware was in one of Miller Bros. drydocks and had her eleven year's old wheel fastened.

The United States government tug Lenora will be put into commission at once for harbor work. Captain McLaughlin will command her.

WILLIAMS.

MARINE CITY, MICH.

Special to the Marine Record.

3 15 p. m. the Frontenac passed up making good time. She is pronounced by our able boat builders a fine steamer. The Gettysburg made a short call. 12 m, the Owego passed down displacing considerable water. 12-15 p. m., the Chemung passed up on her regular gait. 1 p. m., the steam barge Tempest owned by the Kelly Island lime transportation company, lime laden, was discovered to be on fire soon after a heavy shower had passed over. The cause of the fire was on account of leaky decks. She made landing at the Germania salt dock, where every possible means were put into execution to save her. It was found that all efforts were fruitless to save the boat above water. The crew was then ordered by the captain to land everything that was movable, and in so doing saved considerable that would have been consumed by the fire, that was fast growing. A tug came to her assistance and she was taken from the dock, which would have been destroyed, as the wind was from the eastward blowing on the dock. She was put in shoal water and at 5 p. m., she was burned to the water's edge. 6-30 p. m., the John F. Eddy, bound up, coal laden, with John Shaw in tow made a short visit here. Captain Rathbun was made happy; his wife and what the captain called a kid, were awaiting his arrival. He reports passing the Owego at the light ship, Lake St. Clair. The Eddy was drawing fifteen feet eight, and had no trouble. 8 p. m the Josephine bound down with ore from Ashland, rounded too at Captain Mat Sicken's coal dock and took on fuel. Her consort, the Thos. L. Parker, in getting alongside of the schooner Delaware got foul of the anchor stalk, parting the lashing with but slight damage to forecastle dock.

The barge Sea Gull, owned, and to be mastered by Captain J. C. Miller, which was thoroughly rebuilt and converted into a steam barge during the winter, is about ready to launch. She is of beautiful model and willpresent a passable appearance when completed Alex Miller goes as mate, Wm. Beals as chief engineer with Frank Oulette second.

The Jennie Jenks, owned by Mr. Jenks of Port Huron, which underwent a general rebuild at R. Holland's upper shipyard, through some difference between the owner and rebuilder, was not put in the water when completed, but remained on the stocks for consid. erable time; Mr. Holland deeming it proper to have her in the water to keep her from checking, successfully launched her Tuesday. It is understood that a settlement will be made soon. The amount is $2,000, claimed by Mr. Holland. She has been lengthened 21 frames and is going to make a dandy steamer when completed. She was formerly called the Foster.

If the steamboat owners and managers would consult their interests as to whether it would pay to coal at Marine City one or both ways, they could not help but say yes. It must stand to reason that boats coaling at Buffalo, Cleveland, or other lower points, are carrying fuel to their up lake destination and back to Lake Erie ports, it would make them in better trim for the Lake St. Clair low water and other places. We have good facilities for coaling the largest to the smallest with unsurpassed dispatch With good coal at reasonable prices, you do not have to let go your consorts in mid stream. The docks are in splendid shape, Captain Dick Cottrell at the upper end city, Blood & Hart next, Captain Mat Sicken at the lower part of city. Captain Sicken is adding 150 feet to the lower end of his dock which will give ample room for two of the largest steamers to coal at once without having to move.

The steamship Neosho, Captain Cyrus Mallard, called on her way down and took on 40 tons of fuel at Blood & Harts Captain Cy is proud of the Neosho, and well he may be, if I am any judge.

Your correspondent has opened an intelligence, shipping, collecting, conveyancing and law office with telephone, where you find the leading papers of Chicago, Detroit and Cleveland, containing marine matter. Telegraph or telephone ahead when you want any crew, and they will be on the dock on your arrival here. Can get men to fill any position from a captain to a deck officer; will put on or take off persons, with small boat night or day (but you must check down). Signals are two long and two short blasts. Blow in time. Office is second door below Captain Sicken's coal dock, foot of Bridge street on Water street. Open day and night.

ROBERT MCNIFF.

SAND BEACH, MICH.

Special to the Marine Record.

When the Mary Pringle was landing, Martin Burns of St. Johns, N. B., a wheelsman on the Pringle, fell over board and was badly hurt by being rolled and crushed between the boat and the pier. He was taken ashore and Dr. Hitchcock called, who made an examination and called it a probable fatal case, his ribs on both sides being broken from his backbone. He was sent to the marine hospital, Detroit, that night on the propeller R. G. Stewart.

The propeller S. Neff, recently chartered by the United States to use in repairing Spectacle reef light house foundation, stopped here on her way up, and took on a heavy swing hammer to use in driving bolts under water.

T.

MACKINAC CITY, MICH.

The schooner Kingfisher, lumber laden, from Lake Michigan, was towed into port by the W. R. Stafford. The Kingfisher was overloaded, and, encountering a heavy sea, took a bad list, her port rail being under water. She is leaking badly, but the captain says her pumps will keep her free.

Schooner Barnes, Captain Winchester, went on the rocks near Pilot island light Friday. She was bound for Escanaba, light. Extent of damage not given. Tug Monarch has gone to her assistance with pumps. She was built in 1873 and is valued at $23,000; partly insured. The Toledo vessel Riverside was wrecked near the same place last yaar.

OGDENSBURGH, N. Y.

The schooner Watertown, loaded with wheat from Detroit for Ogdensburg, went ashore at the Narrows, near Brockville. She went out two feet forward, and making some water. A wrecking plant went to work at her.

CHEBOYGAN, MICH.

The tug Balize, when coming down the straits Monday night with the schooners Saveland and Sage, let them go a few miles above this place. Both schooners went aground. The Balize got them off at 6 o'clock.

DULUTH, MINN.

Schooner C. P. Minch, which cleared for south shore ports last Thursday and was delayed here by the recent storm, was examined and found to be in a leaky condition with numerous rotten planks in her bottom. She left and will go into drydock at first opportunity.

The Duluth harbor comprises an extent of 107 acres dredged by the government and nineteen acres dredged by private persons or corporations, making the full extent of the harbor at present dredged and improved 126 acres.

MILWAUKEE, WIS.

The steambarge Huron City, which arrived at Milwaukee Tuesday for a new wheel, was attached on a claim by Wolf & Davidson for $15,149. One night in June, 1888, the Huron City was secretly run out of Wolf & Davidson's shipyard, where she had been rebuilt. She left in such haste that some tools belonging to the ship carpenters, who were not quite through working on her, were carried off. It did not take the shipyard owners long to arrive at the conclusion that her commander, Captain Cassin, had sailed the steamer away, and was steering clear of the repair bill. Since that time the Huron City has been to Milwaukee only once, and then she came into the harbor at night and left before morning. She is owned by Cook & Wilson of Michigan City.

BUFFALO, N. Y.

The war between the fuel docks continues. This industry has been narrowed down very close. After the line boats are taken out, as most of them buy their own coal or are fueled elsewhere, and the ore docks secure the fueling of all boats consigned to them, as they do by regular arrangement, there is not much of a plum left for the six or eight docks. The price was dropped 10 cents recently and one dock company orders its agents to get the boats at any price.

Managers of the Lake Carriers' association met Tuesday afternoon to consider the difficulties attending river navigation. Several line men being out of town, they had no quorum of vessel owners. They are very reticent as to doings. The object in view appears to be drawing owners together for better regulation of both down and up freights, correcting abuses of overcharging for lightering, towing when caught in distress outside, etc. They will meet again.

Captain A. B. Drake has been transferred from the Russia to the Laskawanna of the Lackawanna line, vice Captain J. C. Gibson, who takes the new steamer America. Captain James H. Greene succeeds Captain Drake in the command of the Russia. Captain Greene was mate of the Russia and formerly sailed the Empire State. Captain Gibson expects to be sailing again in two or three weeks.

Vessel owners have long been of opinion that there is little or no money in carrying coal at the present low rates. A meeting was recently held here at which this matter was discussed. Those who attended appear to be afraid to say what was done there. It has leaked out, however, that a scheme was proposed and adopted to induce all owners of coal carriers to quit taking cargoes until shippers offer paying rates. Delegates were appointed to call at Ohio ports and seek to draw their owners and agents into the plan. Coal shippers, as far as heard from, seemed to care little whether such scheme were put into operation. They say they are by no means anxious to make shipments for some time to come, and several intimated that they would like to see the movement by lake stopped for a while. It is doubtful whether the many owners of vessels could be brought to act together.

TOLEDO, OHIO

Harry Scanlan, second mate of the schooner R. Halloran, libeled her for $20,000 in the United States court for injuries claimed to have been received May 2 by a rotten tow post breaking and the line striking him on St. Clair river.

The steamer Greyhound makes her first trip for this season to Toledo next Sunday.

The new steamer Jeane will be here Thursday or Friday from Detroit to go on the Toledo and Monroe route.

Captain Hurley, of the Mystic Star, believeing a shortage in last the draught of five hundred bushels of wheat at the Union elevater refused to sign the bill of lading. Carrington, of the firm of Carrington & Co., shippers, threatened legal proceedings to have the bill signed. Owners at Detroit ordered the bill signed under protest.

The schooner Mystic Star, from Detroit, wheat laden to Ogdensburg, in tow of tug Dave and Mose, went aground in the bay.

WEST BAY CITY, MICH.

The schooner Northwest, recently wrecked in Georgian bay and now under repairs at the Bay City drydock, is the largest boat ever in the Saginaw river. She was built in that city eighteen years ago by Ballentine & Moore and has been in the ore trade. The repairs to be made on her are quite extensive.

The tug Annie Moiles is in Wheeler's drydock. The propeller Newsboy is laid up with a broken steam chest. The fire tug Charles Lee struck a snag off Crow island and broke her wheel. The damage amounts to $100. The large barge Wahnapitae arrived in Bay City in tow of the tug Music from Alpena, loaded with 40,000 railroad ties from Widner & Culver. The ties are being unloaded at the railroad dock in West Bay City and will be used for the new Durand railroad.

DULUTH, MINN.

The Charlton Yocum, the largest wooden vessel ever built here, was successfully launched last Tuesday afternoon at Grimon's shipyard. She is owned by B. G. Yocum, and is a combination schooner-scow model, 138 feet over all, 32 beam, and 10 feet hold, and has 850 tons carrying capacity.

Preparations are being made for laying the keel blocks for the 103 the third of the cigar-shaped vessels, and considerable amount of steel for her construction is now here. Capacity for 3,000 tons. She will be 260 feet in length.

We take pleasure in recommending the Mount Olive Erasive Liquid, manufactured by Captain D. A. McLachlin, for cleaning varnish and painted articles, without injury to the polish. Price 40c per gallon. Address the captain at No. 633 Trumbull avenue, Detroit, Mich.

The repairs being made to the Australasia at the Vessel owner's dry dock, will aggregate $12 000. In addition to the other repairs she is getting an improved coal shute, built by the Cleveland ship building company.

FORE AND AFT.

A 4,300-foot tunnel is being dug at Helena, Montana. Try one across Detroit river.

The exports of products for April show an increase of about 21 per cent over last year.

There is no further strike at Duluth now. There is hardly any coal being handled there.

The Erie canal break at Clizel is expected to be in shape so that boats can pass on Saturday.

The schooner Josephine Dresden has been purchased by Herman Scheunemann for $1,200.

The steamer Newsboy bursted her steamchest off Crow island on her up trip at noon on Tuesday.

The Argonaut was aground at Grosse Point shoal yesterday, but got off after a few hours' detention.

The regatta of the Northwestern rowing association will be held at Grand Rapids Mich., August 5-6.

The new iron dredge which was built at Toledo will go to the Sault in a few days to begin work on a government contract.

East Saginaw lumber rates: Bay City to Buffalo and Tonawanda, $1.75. to Ohio ports, $1.50. From East Saginaw, 12½ cents extra.

The Lidgerwood manufacturing company have built a boiler for the new tug Eagle, owned by a Mr. Cooper, of South street New York.

Hingston & Wood, of Buffalo, have the contract to deepen Charlotte harbor, Lake Ontario, to sixteen feet. They begin work immediately.

The schooner M. L. Breck has been ashore on Squaw Island since last fall. Captain Donnelly of Kingston has gone to examine her condition, and will probably attempt to release her.

The ship canal which is to connect Manchester Eng., with Liverpool is being rapidly constructed, 10,000 men and a great number of steam excavators being engaged upon it. The canal will be 35 miles long, 26 feet deep, and 120 feet wide at the bottom.

The Canadian government has ordered that the special rate of 2 cents per ton in force last year for the passage of certain cereals—wheat Indian corn, peas, barley and rye—through the Welland and St. Lawrence canals shall be continued for the season of navigation.

Colonel Collier states that the oak in the old steamer St. Lawrence is as sound as ever it was, and that he has not abandoned her. He will raise the timbers when the ice forms. The colonel does not generally buy articles of no value.

The Canadian Pacific railway is preparing to open a lake line from Chicago to St. Ignace, and complete the route to Montreal by its own road and the Sault road. When it has an opening at Owen Sound and lake line offices there, it is hard to see why St. Ignace is chosen, which is so much the farther from Montreal.

Erie naturally feels very proud of her new steamer, the Fedora, and when she arrived on Wednesday with her first load the town turned out to look at her, and her owners arranged for a reception when she is unloaded. She brought down 1,969 tons of ore on a draft of 14 feet 6 and 14 feet 8. She is 300 feet long, 41 feet beam, and 28 feet hold. She is owned by McBrier and others of Erie.

THE collision last Friday morning off Presque Isle, Lake Huron, between the steamer Ranney and the schooner Merrick whereby the entire crew of the Merrick except Captain Rusho and one seamen was lost, is a sad accident and points out once more the necessity for a better system of fog signals on our sailing craft. It is difficult to conceive however why the mate of the schooner should have ordered the vessel's wheel hard a starboard, when he must have known perfectly well that the steamer was bound to clear him, and it was his duty to keep his course to allow her to do so, from the account at hand it would seem as if the Merrick laid herself broadside on the path of the steamer and if so no possible chance was given the steamer to avoid trouble.

WRECKING THE SCHOONER NORTHWEST.

BAY CITY, MICH., May 19.

To the Editor of the Marine Record.

Dear Sir: Refering to an article in your paper of the 16th inst. regarding the purchase and release of the schooner Northwest from Pilot Island. I would beg to state that soon after the stranding of the vessel I was offered by Corrigan & Huntington and Smith Davis & Co. $10,000 for her release which I refused as it looked to me at that time that her release was impossible as it was late in the fall and the seas were breaking over her, and when I purchased the vessel I had little hopes of recovering anything but the outfit, but when I went to her I found that the water had fallen between two and three feet and left the vessel resting easy and almost high and dry on the beach, so much so that the ice and sea could not damage her any.

The owners and Captain McLeod's judgment about her release, would have proven correct had the water kept up to its usual stage and she would have undoubtedly broken up before this time. I will also state that I purchased as much of the boat from Messrs. Corrigan & Huntington as from Smith, Davis & Co. as she was only about half insured when she stranded and the owners had the greater interest left after settling with the insurance company. Please make the above corrections and greatly oblige.

JAMES REID,

LAUNCH OF THE STEAMER GEORGE PRESLEY.

The fine new wooden steamer, George Presley, was launched from the yard of the Cleveland dry dock company, at 3:30 p. m., yesterday. She is a finely finished boat, carrying four pole lower masts, and all the modern improvements. Mr. Frank Wright, the superintendent of the dry dock, was overwhelmed with the congratulations of the large crowd of friends and sightseers, who had gathered on the spot to witness the launch of the latest addition to the magnificent fleet of A1 ships now sailing on the chain of lakes.

Mr. John Dracket, the foreman of the yard took an elevated position, so as to have control of all preliminary arrangements of the work in hand. Mr. George Presley, jr., and his daughter Miss Dottie, took up a position at the stem of the vessel. At this time there were fully a thousand persons viewing the proceedings, and the extensive works of the Globe Iron Works Co., had evidently given all hands permission to view the launch of the George Presley, as the roof of the engine shops, erecting shops, and the boiler works were literally covered with workmen. At the proper time Mr. Dracket give the signal to cut, and as this magnificent piece of marine architecture touched the water, Miss Dottie Presley, grand-daughter of George Presley, gracefully broke a bottle of rare old port over the stem of the steamer, lavishly besprinkling her stem down to the forefoot, with the ruby liquid, and simultaneous with the act rose the cry on all sides, "hurrah for the George Presley," and the MARINE RECORD man had the honor of congratulating Miss Dottie on the manner in which the important ceremony had been performed. While the din of whistles, and the cheers of the onlookers heralded the advent of another marine birth, Miss Dottie, accompanied by her father, George Presley, jr., presented Captain J. C. Thompson, with a few drops of the precious liquid which Miss Dottie had skillfully saved in the neck of the bottle after the christening ceremony had been performed. Captain Thompson, with the true gallantry of the thoroughbred tar, politely accepted the proffered treasure, and while sipping the nectar, murmured his thanks to the fair donor, and wished long life and prosperity to the new born boat. The steamer herself as if not to be outdone in the general courtesies, lapped a few gallons of the muddy water of the old river bed over her starboard beam, wetting her main deck.

The George Presley now being fully immersed to the extent of 7 feet 4 inches on the mean, yanked herself alongside the dock. Ladders and gangway for the ladies were quickly run up and fully two hundred people piled ashore; all more than pleased with the virgin performance of the beautiful and strong ship. The gentlemen filed off to the office of the dry dock, where excellent cigars were freely distributed in honor of the occasion.

The new steamer is fitted out almost entirely, as regards machinery, by the Globe. Her engines are fore and aft compound by the Globe Iron Works Co. 30 and 56 by 48 inches stroke, two boilers measuring 10 feet by 16 feet and tested for 125 pounds steam, sectional wheel 13 feet diameter by 15 feet pitch, iron bollards, and other appliances all furnished by the Globe Iron Works Co.

The dimensions of the George Presley are 282 feet over all, 265 feet keel, 41 feet beam and 21 feet depth of hold. She has two steel arches on each side ¾ by 18 inches running from shaft log aft to deadwood forward, the crown reaching the under side of the rail. The main keelsons and riders are 16 by 16 inches and the assistant keelsons are 14 by 16, Mr. John Dracket superintendent of her construction has surpassed himself in this new candidate for lake traffic and has turned over to her owners one of the staunchest vessels afloat. She is built fully up to the standard of the latest and best rules of Inland Lloyds, and will rate at the highest having already been well inspected. Her gross tonnage is 1936.24, net 1602.46 and she hails from Cleveland, O. Her cost is computed at $130,000. She has been designed and built for general freight and to facilitate the handling of cargo, she has eight hatchways, and one being well forward will assist trimming in the iron ore trade. The MARINE RECORD welcomes heartily the splendid addition to the tonnage of the lakes. Captain J. C. Thompson will be in command, first officer not yet appointed. Mr. Charles Gumlick first engineer, second engineer Newton Woolard. The owners are H. Johnson and others and we may say that no property could possibly start out under more favorable auspices than the George Presley has received. The line for which the George Presley has been built is now known as the Diamond line, the insignia of which is displayed on their smoke stacks. The vessels of the line include the steamers V. Swain, Business, Horace A. Tuttle, H. J. Johnson and George Presley all of which are under the efficient management of Mr. H. J. Johnson.

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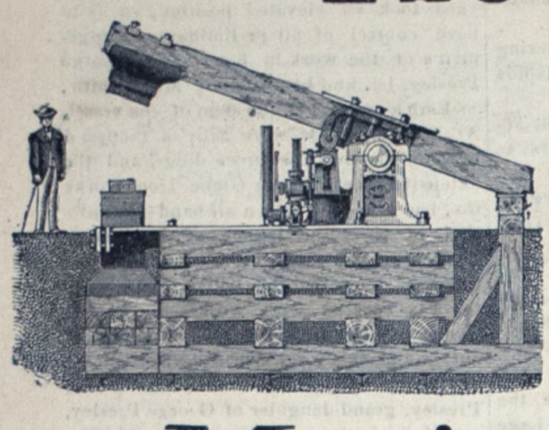

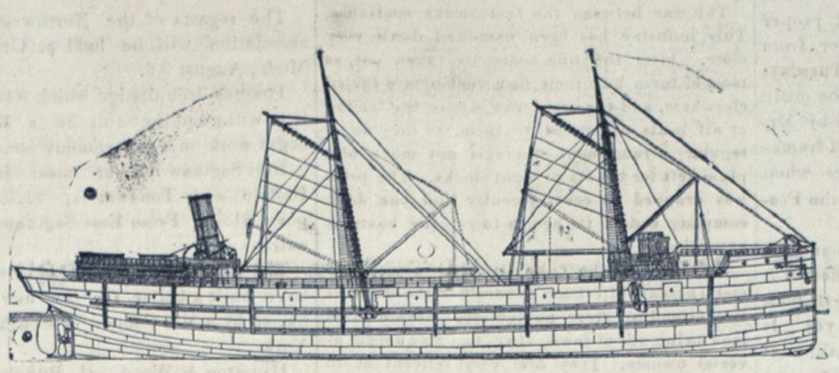

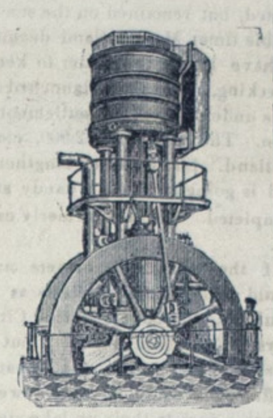

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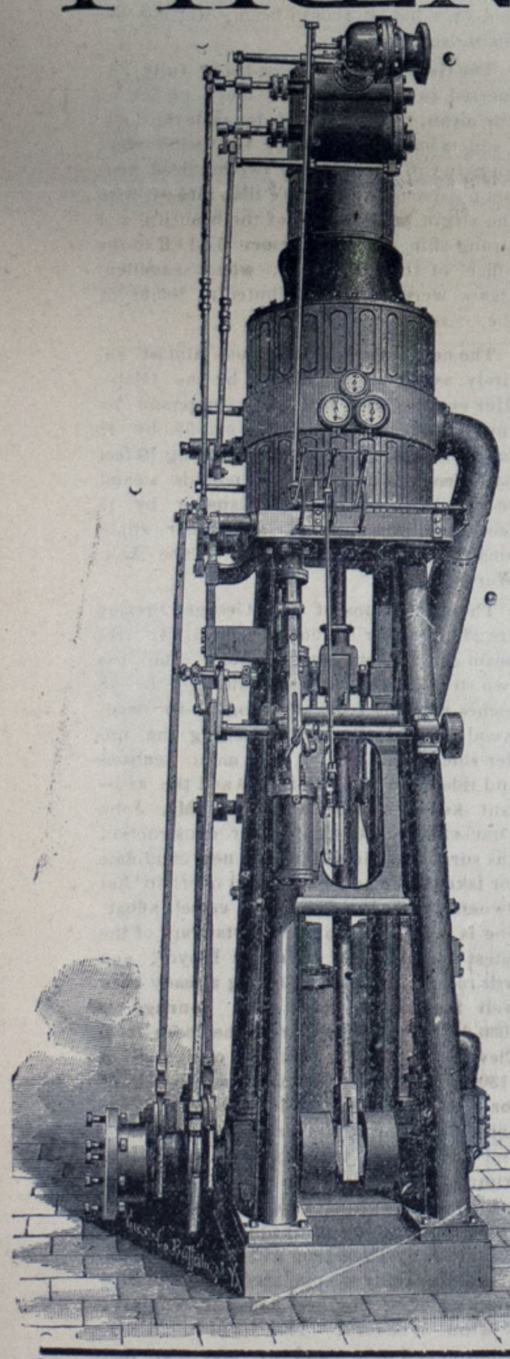

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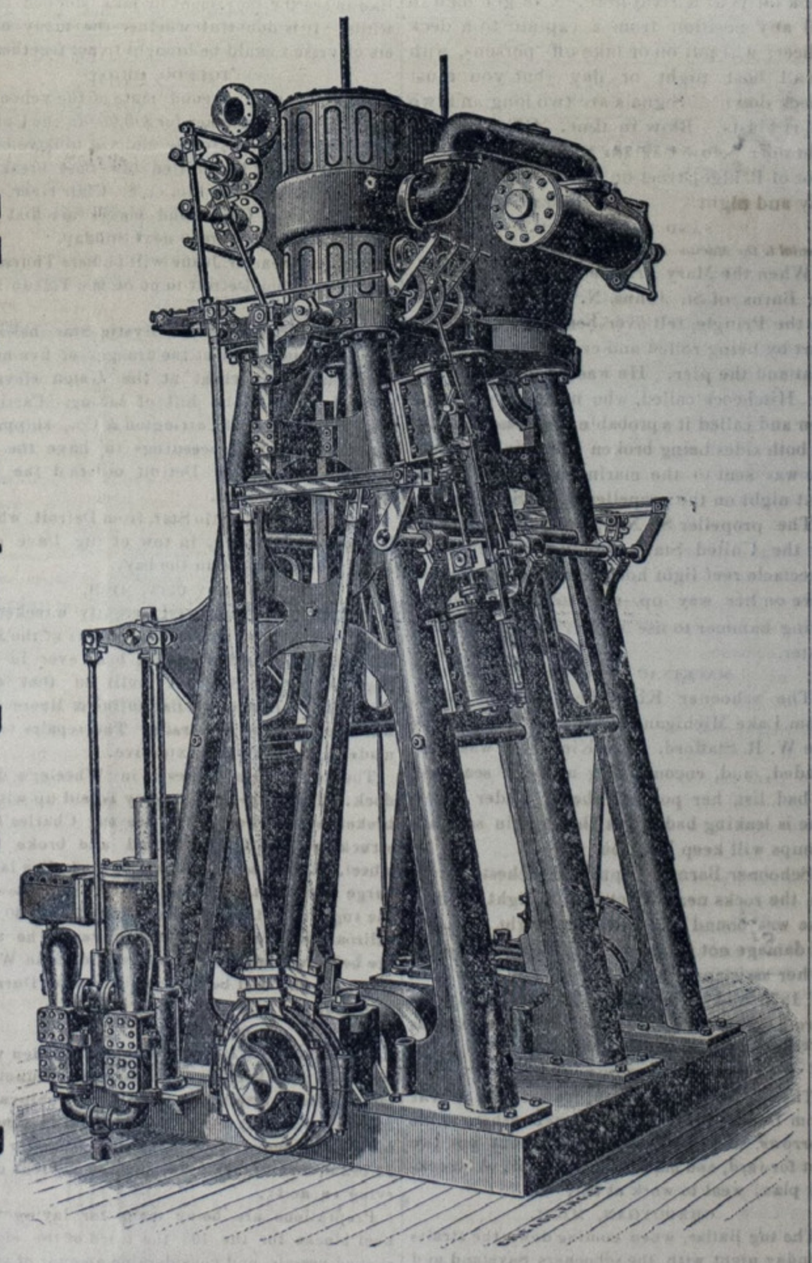

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Schooners can have their Compasses Adjusted for Local Attraction at the time of repairs by stating how much they are out on East or West Courses, and which way it leads, North or South of above Courses

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Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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I have an excellent gang of Trimmers this season, Captain Miller's old Crew.

Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.

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STEAM BARGE PASSAIC, and four consorts. Capacity, 3,300 tons coal or 2,400,000 feet timber. Boat now laid up at Buffalo. For terms and price inquire of J. M. JONES, 82 Griswold St., or C. C. BLODGETT, 242 Woodbridge St., Detroit, Michigan.

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HARBOR TUG for sale. Engine 18x20, boiler 5 feet 6 inches by 11 feet, and allowed 100 pounds of steam, and is A2, valued at $5,500 by Lloyd's register but the owner will take $3,000 cash. For further particulars inquire at 113 Franklin avenue, Cleveland, O.

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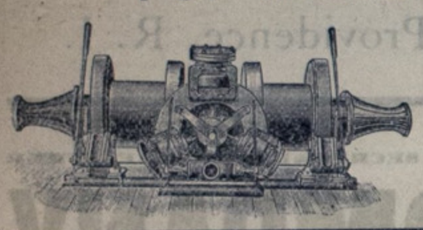

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Dry Dock will admit Vessels of 1100 tons drawing 12 feet. Have also a set of Boxes in connection with the Ship yard capable of lifting Vessels of 350 tons. A large stock of SPARS CONSTANTLY ON HAND.

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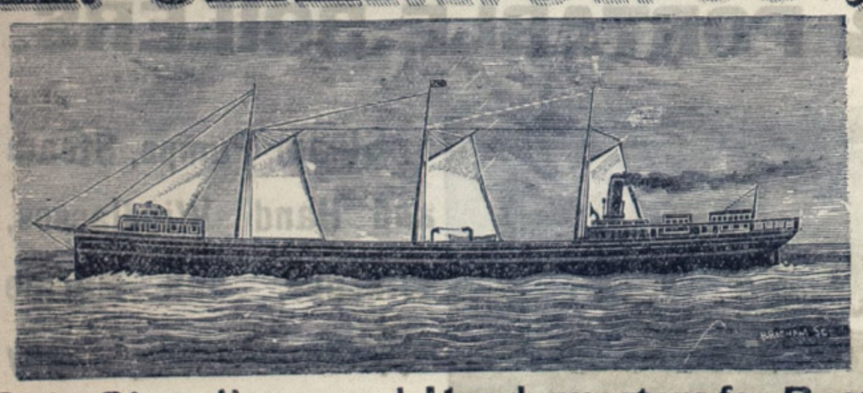

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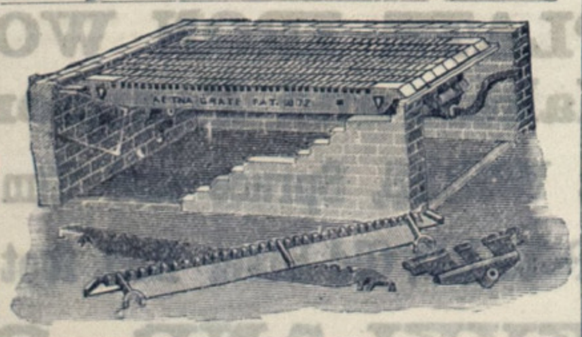

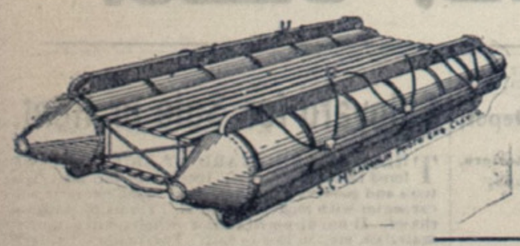

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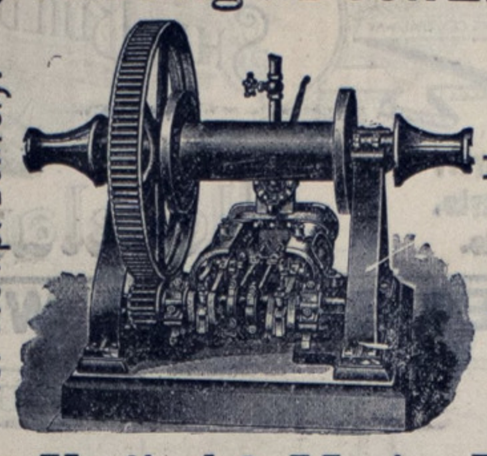

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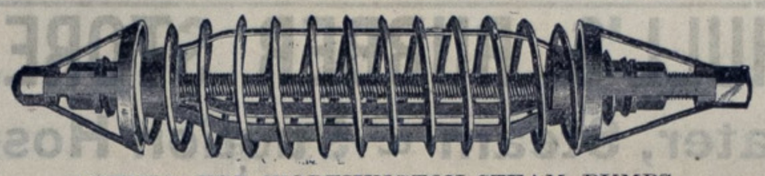

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THE STANDARD SELF-DETACHING DAVIT FALL HOOK,

FOR THE LOWERING OF LIFE AND YAWL BOATS.

By referring to the accompanying illustrations owners and masters of vessels cannot fail to appreciate the great advantage of this device, which at once fills a long felt want Safety, speed, and its being non-intricate, make it a veritable boon to mariners.

These hooks have been thoroughly tested with entire satisfaction, and may be seen in practical use on steamers Samuel Mather, Progress, Lackawanna, schooners Golden Age, Wadena, Fayette Brown, Thomas Quayle, Warner, Annabel Wilson, Ahira Cobb, H. A. Kent, Henry A. Hoag, Galatia, Alva Bradley, Ogarita, Hattie Wells, S. A. Irish, Sumatra, Montgomery and John O'Neil.

We ask attention of our readers to the Standard self-detaching davit fall hook as advertised in the columns of this paper, and we are pleased to note that the master of the Sumatra, who has just been supplied with a set of these hooks, writes to the inventors as follows:

PORT HURON, April 19.

Mr. G. W. Learman, Cleveland, Ohio,

Dear Sir.—I am happy to inform you that the patent self detaching hooks you furnished the Sumatra this spring are all, and more than you represent them to be; they worked very successfully with the vessel going at the rate of seven miles an hour. I shall recommend your hooks to any and every one of my acquaintances in the vessel line. Yours, etc. (Signed) W. E. RUSSEL, master of the Sumatra.

Sold by ship chandlers. Address

GEORGE LEARMAN,
24 Seneca st., Cleveland, Ohio.

J. C. GOSS.

Sail Maker and Rigger,

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SEND FOR ILLUSTRATED CATALOGUE OF BUNTING, FLAGS, AWNINGS, ETC.

FOR SALE.

THE FINE FREIGHT AND PASSENGER Steamers—

City of Fremont and Joseph L. Hurd.

Rating, A2: Well and thoroughly equipped for the business. For particulars and terms apply to LAKE MICHIGAN & LAKE SUPERIOR TRANS. CO., Cor. Rush and North Water Sts., Chicago, Ill.

A. J. MORSE & SON.

DIVING APPARATUS

140 CONGRESS ST. BOSTON.

PROPOSALS FOR TUG AND SCOW.—U. S. Engineer Office, Buffalo, N. Y., May 1, 1889. Sealed proposals in triplicate will be received at this office until 12 M., eastern standard time, June 3, 1889, for chartering to the United States for use at Erie harbor, Pa., a tug, scow and dump scows. Attention is invited to the acts of congress approved February 26, 1885, and February 23, 1887, Vol. 23 page 332, and Vol. 24 page 414, statutes at large. Specifications, blank forms of proposals and all necessary information can be had from Mr. J. C. QUINTUS, Erie, Pa., or from the undersigned.

F. A. MAHAN, Captain of Engineers.

DELAY IN DREDGING.

Letters are being received at the war department daily from ship owners and captains on Lake Erie protesting against delay in the work of dredging and generally censuring Major Overman, who has charge of the improvements, in refusing bids for dredging. The war department feels that it is only protecting the government against the outrageous gouging of contractors. It is the opinion at the department that the work ought to be done at 12 cents per yard, while the last bids received for dredging at Cleveland were Strong & Son, 38 cents, and S. P. & J. A. Smith, 40 cents. These figures are between three and four times what the work is considered to be worth, but contractors seem to be relying on the belief that its urgency will force the acceptance of these exorbitant bids. They need not delude themselves longer as it has been definitely decided that unless reasonable bids are received this time the government will either buy or build dredges.

"This mode of treatment," said an official, "worked admirably in the case of Chicago where just such a combine existed. Bids for dredging ranged all the way from 45 to 55 cents. A government dredge was built and work is being done for 12 cents by persons who were enjoying a monopoly at 55 cents. Work at Ashtabula was suspended for a long period because there was no satisfactory bid, and finally the department was literally forced to award the contract to A. W. Hingston of Buffalo at 31 cents.

Major Overman's report on Lake Erie improvements for April was received at the war department May 15th. He says that the work at Cleveland has been slow on account of slow delivery of stone. The grillage bottoms were laid and built to a hight of thirteen courses. The first project is completed and requires only occasional repairs and some dredging to maintain a 16 foot channel. The refuge harbor is three fifths completed and and is so far the object for which it was built. During this month the delivery of stone will be completed, the construction of cribs and foundation will be continued under existing contracts and the work of repairs to cribs by hired labor will be commenced. Balance of funds on account $78,183; amount covered by existing contracts, $74,283.

At Toledo no satisfactory bid for the dredging has yet been received. At Port Clinton appropriations are exhausted and work is suspended. At Sandusky dredging will be commenced on the line of the straight channel. At Huron dredging and repairs will be continued. At Black River the work of pier extension will be continued under existing contracts. At Grand River work on the pier will be commenced. At Ashtabula the pier extension will be commenced and dredging continued.

The results achieved in the imerovement of lake navigation rank among the most important developments of the past year or two affecting commerce. That they are, to some extent, due to influences of the interstate commerce act, advantageous to the water-carriers in their competition with the railroads, and that the recent amendments to the law tend further in this direction can scarcely be questioned; but that the increased efficiency and volume of the lake trade is largely due to natural causes, and is a healthy and beneficial commercial development is sufficiently obvious. If the connection between New York and Chicago by rail and lake can be made in the time heretofore required by the all-rail shipment, and at a materially lower cost, the commercial advantage conferred cannot be questioned and the effect on transportation must be important and far-reaching.

THE ONLY SHIRT FACTORY IN CLEVELAND, OHIO,

which sells direct to the consumers at manufacturer's prices, thereby saving two profits, with which they are taxed in any other retail store,

☞ *Genuine Home made Shirts,* ☜ all 54 inches wide, 40 inches long, full sleeves, extra well sewed, from the cheapest 50 cent cotton shirt to all kinds of *Flannel Waterproof Cassimere* SHIRTS, is conducted by the well known Boston Dry Goods Store, of Kohn & Co., 213 Detroit street, 2d door from corner Pearl street.

Through a Government order, supplying Life Saving Stations with genuine Regulation SAILOR SHIRTS, we are the only Shirt factory in Cleveland who procure the ☞ real U. S. Navy Flannels, ☜ guaranteed never to shrink nor to fade, and have them constantly on hand *ready made* or made to the customers' order without any extra charges.

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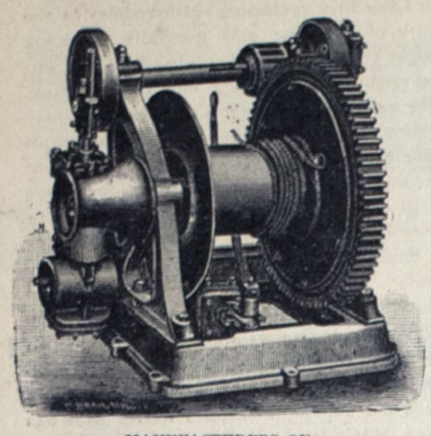

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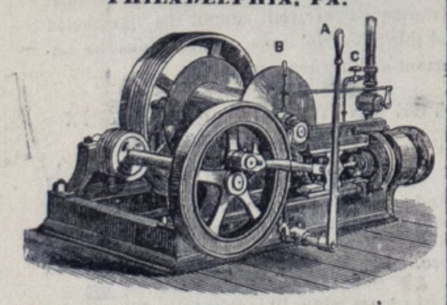

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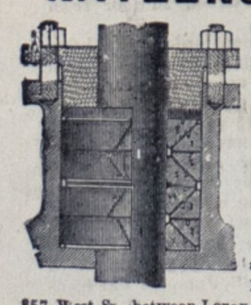

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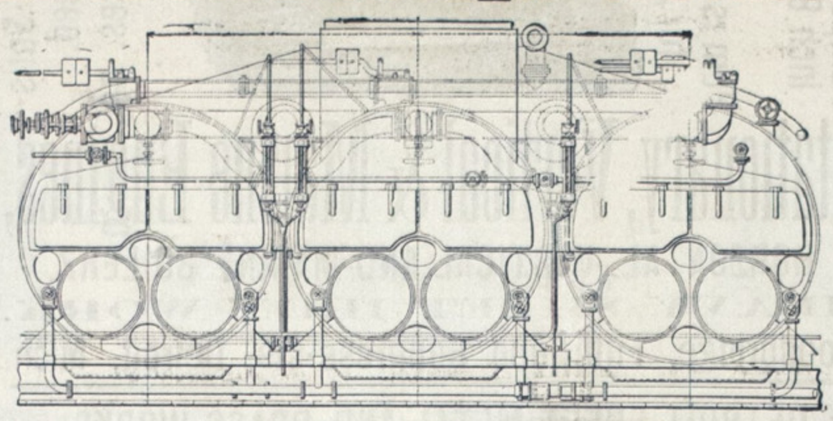

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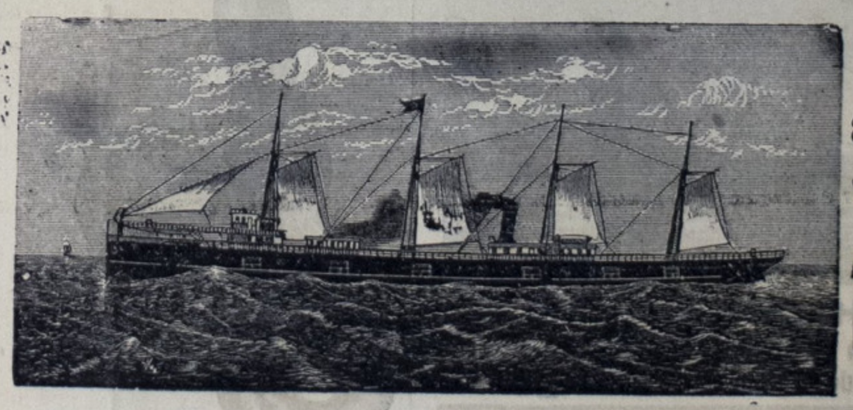

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